

Herald Traffic Game Causes Sudden Increase of Fair Drivers with "I'll Show 'Em" Spirit

Femininity at Steering Wheel Far from Outclassed by Mere Man, Contest Judges Declare

The names of fifty Washington automobile owners who have merited and won signal honor by their careful driving on the city's streets appear on The Washington Herald's Roll of Honor of Careful Motorists today.

Four traffic officers, each located at an important intersection and chosen for this duty by Capt. Albert J. Headley, of the traffic squad, noted the license numbers of these fifty automobilists on the streets during the past week.

The officers are:

Judges in Contest

Arthur M. Gibbons, of the First Precinct, stationed at Fourteenth street and Pennsylvania avenue northwest.

Thomas Blasey, of the Fifth Precinct, stationed at First and H streets southeast.

H. H. Price, of the Third Precinct, stationed at Seventeenth street and Pennsylvania avenue northwest.

Otis T. Clatterback, of the First Precinct, stationed at Fourteenth and H streets northwest.

All the automobiles noted were driven by women and virtually all license numbers were taken Wednesday. It should be borne in mind, therefore, that the men whose names are on the honor roll are car owners who deserve distinction because their automobiles were carefully driven.

Drove Their Own Cars.

When the license numbers were taken, there was no way of determining whether or not the women driving the automobiles were the owners. In many cases they were, the license records showed.

Thus, double honor is accorded the male car owners whose names are on the roll of honor today. The Washington Herald congratulates them on having women in their respective families who exercise care and caution while operating automobiles. In a more general way, The Herald congratulates them for having their automobiles carefully driven.

Through the courtesy of Messrs. A. H. Woods and S. Z. Poli, The Herald is enabled to offer an additional sign of appreciation to Washington women motorists, which will be accepted as an order for two tickets to "The Girl in the Limousine," the offering at Poli's theater this week, has been sent to each of the fifty lucky car owners.

Objects of Contest.

The Herald launched its careful-driving contest for a two-fold purpose: to honor the men and women motorists who are seeking to make Washington streets safe and to show automobilists inclined to be careless that compliance with traffic regulations in the final analysis is the safest and cheapest method of running an automobile.

The Washington Herald's enterprise in this direction has been spoken of in highest terms by Washington civic officials and others interested in decreasing traffic accidents in the city.

The plan has rounded out its third week with notable results. In a letter to The Herald yesterday, Capt. Headley said:

"Many evidences of co-operation were apparent in every section of the city by drivers of automobiles since The Herald's campaign for safety started. I enjoyed the game, and am sure the lucky ones enjoyed it, and there is no question that many accidents on the streets were prevented by The Herald's street-safety campaign."

Women Not Outclassed.

The Washington Herald has been successful this past week in pointing out to the public that women are not outclassed by men in the operation of automobiles. The claim has been made innumerable times that women, supposedly naturally nervous, are incapable of extricating themselves from traffic jams and similar problems of the automobilist. The Herald judges refute this.

When the contest judges finished their work they unanimously expressed their regret that The Herald was unable to print more than fifty names on the honor roll, because the instances of care in driving practiced by women totaled many more than the prescribed number.

Fair Drivers Suddenly Increase.

They reported also that more women automobilists were seen on the streets during the past week than in any similar previous period. They attribute this condition to the "I'll show 'em" spirit which actuated Washington women to enter the contest on hearing that it would be especially for them.

The Washington Herald, then, is not too glad to bow low before the girl at the wheel, and to honor her for the service she has done for Washington and the vindication she has won for herself in the eyes of the automobile public.

:: The Washington Herald's Roll of Honor of Careful Motorists ::

MAY D. BAKER, M. D., The Imperial Apartments, License Number 28-729.	COL. CLIFFORD JONES, 3917 Keokuk street nw., License Number 11-775.	JUDSON T. CULL, jr., 114 Second street se., License Number 4-636.	C. SAMUEL MARKS, 2611 Adams Mill road nw., License Number 31-997.	CLARK C. GRIFFITH, 3035 Sixteenth street nw., License Number 9-585.
KATE C. MOORE, 2940 Upton street nw., License Number 8-319.	IDA E. STEGER, 733 Seventeenth street nw., License Number 19-678.	JOHN F. SCHRIENER, Oxford Hotel, License Number 13-628.	GERTRUDE BARRANGER, 1219 K street nw., License Number 31-208.	A. S. KIDWELL, Northumberland Apartments, License Number 5-600.
RUDOLPH H. YEATMAN, 4804 Georgia avenue nw., License Number 11-570.	CHARLES W. FAIRFAX, 1841 R street nw., License Number 6-608.	J. M. CHAMBERLAIN, Wilkins Building, License Number 9-994.	MRS. JOSEPH I. WELLER, 2002 R street nw., License Number 48-559.	MARGARET A. CURRAN, 1821 Wyoming avenue nw., License Number 17-992.
SENATOR P. J. McCUMBER, 2360 Massachusetts avenue, License Number 20-494.	MRS. J. A. HOLMES, 2717 Quarry road nw., License Number 20-499.	ANNIE B. SCHNEIDER, 1352 B street se., License Number 8-170.	MISS JANET S. SMITH, Kenesaw Apartments, License Number 48-546.	LAURA C. PAYFAIR, 1906 N street nw., License Number 26-112.
MISS M. FLORENCE HASKELL, 2710 Twenty-fourth street nw., License Number 29-878.	ELIZABETH BOYER GRIGG, 3429 Thirty-fourth place nw., License Number 11-022.	OLIVER J. MOORE, 3614 McKinley street nw., License Number 16-197.	J. A. BAER, U. S. A., Wardman Park Inn, License Number 44-010.	GEORGE P. HOOVER, Chevy Chase, Md., License Number 26-783.
MRS. L. S. BACON, 2622 Connecticut avenue, License Number 47-710.	MRS. J. R. CASTELL, 219 Eighth street ne., License Number 24-644.	MRS. ROGINA PURSGLOVE, 1530 Twenty-fifth street se., License Number 4-246.	MRS. J. ORME THORNBERRY, 3421 Lowell street nw., License Number 48-582.	M. R. BLUMENBERG, The Highlands Apartments, License Number 15-178.
ROBERT CRAIN, 1855 Wyoming avenue nw., License Number 16-844.	COL. C. M. DOWELL, 1738 Lanier place nw., License Number 12-873.	H. MAY JOHNSON, 1412 V street nw., License Number 4-820.	MRS. ADA A. FUSS, 526 Eighth street se., License Number 40-284.	MORRIS LEVY, 418 Eighth street se., License Number 17-160.
MRS. NELLIE T. GAUSE, 1866 Ingleside Terrace, License Number 44-844.	FRED L. HARVEY CUTTER, 3126 Mount Pleasant street nw., License Number 13-620.	MRS. KATE C. ROLLINS, 2323 Pennsylvania avenue nw., License Number 38-182.	R. M. BOECKEL, 3333 Thirty-fifth street nw., License Number 31-207.	COL. W. E. WELSH, The Balfour Apartments, License Number 41-527.
WALTER LEAMAN, 2722 Connecticut avenue, License Number 45-499.	WILLIAM H. LAWTON, 2708 M street nw., License Number 8-691.	MRS. LOUISE R. STAMBAUGH, 1420 Allison street nw., License Number 35-661.	WILLIAM D. McCAFFREY, Chastleton Apartments, License Number 24-661.	THOMAS H. REID, 3905 Ingomar street nw., License Number 37-239.
MRS. L. H. G. GWYNN, 1514 Thirtieth street nw., License Number 4-573.	LENA KOTZIN, 731 Eighth street se., License Number 15-965.	MARY D. LIGHTFOOT, 4626 Wisconsin avenue nw., License Number 35-139.	W. L. GARY, 1214 Decatur street nw., License Number 4-141.	JOSEPH SPERLING, 1701 Kenyon street nw., License Number 8-585.

Eagle-Eyed Traffic Police Who Selected Careful Autoists



Three of the four traffic officers selected by Capt. Albert J. Headley, of the traffic squad, who acted as judges in The Washington Herald's successful careful-auto-driving contest, are shown in this picture. They noted the license numbers of the fifty automobilists whose names appear on The Washington Herald's Roll of Honor of Careful Motorists today.

From left to right, they are Policemen H. H. Price, Third precinct; Thomas Blasey, Fifth precinct; and Arthur M. Gibbons, First Precinct. The fourth judge, Policeman Otis T. Clatterback, of the First precinct, was stationed at Fourteenth and H streets northwest. Traffic at the intersection kept him too busy to have his picture taken.

Famous Overland Stock Record Car After Driving Over 12,000 Miles Is Sent Against Time on Famous Course

A new citation badge has been pinned on the famous Overland stock car that ran 5,452 miles over Indiana country roads early this year. The new citation is for a remarkable performance in a race against the hour hand of a clock on the hard riding Indianapolis speedway.

The Overland car, after being used in road work for 2,000 miles, made its record of 5,452 miles in 165 hours continuous driving over frozen country roads, early in March. It then went back into service as a passenger car for road salesmen and then covered some 6,500 more miles.

On top of this it was sent out at noon, August 24, on the Indianapolis speedway in an effort to travel 1,000 miles before the hour hand of the clock could complete its cycle. The car not only ran 1,000 miles, but it did it in less than the twenty-four hours allotted.

Hardest of Courses.

The Indianapolis speedway is considered one of the hardest race courses in the world. It is constructed of brick and few repairs have been made to the roadbed since it was laid ten years ago. In that time the elements have roughened it and today the car that travels over it undergoes more jarring vibration than would be received upon the ordinary country roads.

The Overland, however, came through with flying colors. It was driven by four amateur drivers who took turn about driving two hours each and then resting six hours. To cover the 1,000 miles it was necessary for the car to maintain a much higher average rate of speed than is ever expected for any period of time from any car by the average car owner.

But with muffler open, the car responded nobly to the test. Throughout the daylight hours it sped around the great two-and-a-half-mile oval and when the evening hours came the speed was increased.

Remarkable Run.

No more dramatic sight was ever witnessed on the scene of the world's most famous automobile contests than was the sight of the light car, guided by two spot-lights, roaring past the great empty stands which seemed to throw an even more intense blackness of shadow upon the night-shrouded course.

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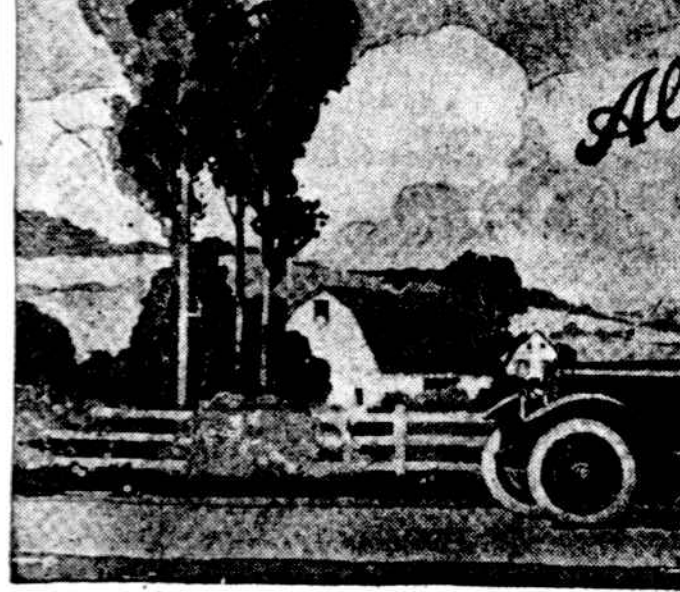


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D. C. MEN FORM NEW TIRE FIRM

Hood Tire and Accessory Co., Inc., to Take Over Old Hood Location.

Joseph N. Thompson, W. N. Wood and Guy Livingston have formed a new company, to be known as the Hood Tire and Accessory Company, and have leased the corner building at Fourteenth and Corcoran streets, long occupied by the local branch of the Hood Tire Company of Watertown, Mass.

Thompson is well known among the banking fraternity, having been connected officially with some of Washington's most successful institutions. More recently he was associated with Harry Wardman, the well-known Washington builder, and was one of the incorporators of the world famous Cafe St. Marks. Mr. Thompson was born in the District of Columbia and is very proud of being a Washingtonian.

Wood has been connected with the tire business for a number of years. He was at one time with the Hood branch, and for the past three years has been operating the Wood Tire Company at 1623 Fourteenth street. Livingston is also a Washingtonian and first introduced the Visible gasoline pump to Washington motorists. He has recently been connected with one of the large wholesale accessory houses in Washington.

Shortening Studs.

With the thread in place, thread a pipe over it. This holds the stud firmly, ready for drilling at the top. An old drill concave may be used to drill on part of the stud. It does the work quickly and neatly.

UNUSUAL FEAT BY FRANKLIN

Runs 500 Miles in Low Gear Without Overheating Engine.

To demonstrate the ability of the air-cooled Franklin to undergo a long punishing grind in low gear without overheating, Ralph Hamilton, of Los Angeles, staged a 500-mile run with a stock Franklin touring car on August 18, which bids fair to earn for itself a permanent place in automobile history.

The run was from Los Angeles to San Diego, and was accomplished in forty-eight hours, being remarkable for the terrific temperatures encountered under the blazing glare of an August sun. When the car passed over the flat north of the San Felipe wash the thermometer registered 125 degrees.

The route, too, was over the worst existing roads in Southern California. The altitude met with varied from an elevation of 3,230 feet to a depression 116 feet below sea level. Before the car left Los Angeles the intermediate and high gears were removed from the transmission, making it absolutely certain that the entire run could be made in no other way than on low gear.

The car averaged 10.5 miles to the gallon of gasoline, which Hamilton considers an excellent showing. As the motor turned over 3.15 times in low gear than it would have in normal high gear running, the gasoline mileage in high gear would have been 33.07 miles per gallon.

More than four million cylinder explosions—enough normally to drive the Franklin over 1,500 miles—were crowded into 500 miles of low-gear driving. To turn the wheels once the motor had to revolve 13.65 times.

At the end of the trip there was not the slightest sign of overheating. The motor did not as much as skip a single explosion, nor was it stopped once. And not a single adjustment was made during the entire journey.

Operating Without Battery.

It is possible under certain conditions to keep a car that uses a battery ignition running without the use of a battery. This is when the battery system employs a generator to feed a load after a certain engine speed has been reached, while the battery is called upon for speeds of less than fifteen miles or so. If the battery is out of commission it is impossible to get the car started in the ordinary way, but if the vehicle is towed or otherwise gotten into motion it can be kept going. Obviously the starter is out of commission and the speed of the car must be kept pretty well up, but in emergencies this dodge is worth remembering.

Careful With the Hose.

Many cases of failure of wheel bearings may be traced to rust caused by the indiscriminate application of a stream of water at forty or fifty pounds pressure to the square inch to the parts of the car where they are mounted.



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33x4	19.00	20.35
34x4	19.45	20.75
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